

A NEW WARSHIP.

Illinois, Most Powerful Vessel of the Navy, to Be Launched Tuesday.

Length on Load Water Line 368 Feet, Beam 72 Feet 2½ Inches, Normal Displacement 11,525 Tons, Loaded, 12,325 Tons, Draft 25½ Feet.

WASHINGTON, Oct. 3.—Next Tuesday at 11 o'clock, there will glide off the ways at the yards of the Newport News Shipbuilding Co., the biggest, most powerful and probably the most generally effective battle ship in the United States navy. This will be the Illinois, which is expected by the naval designers to be a worthy god child of the state whose name she bears. Larger by a thousand tons than the Oregon; larger than the Iowa, now the biggest battle ship in service, the Illinois is still so designed that she will be able to enter any harbor open to the smaller battle ships, while in the matter of speed she will rank with any of them.

The dimensions of the Illinois are as follows: Length on load water line, 368 feet; beam, extreme, 72 feet 2½ inches; draft on normal displacement of 11,525 tons, 23 feet 6 inches. Maximum displacement, all ammunition and stores on board, 12,325 tons; maximum indicated horse power (estimated), 10,000; probable speed, 16½ knots. Normal coal supply, 800 tons, coal supply, loose storage, 1,200 tons.

The main battery will consist of four 13-inch breech-loading rifles in Hinchin balanced turrets, oval in shape and placed in the center line of the vessel, and 14 6-inch rapid-fire guns. The secondary battery will consist of 16 6-pounder rapid-fire guns, four 1-pounder rapid-fire guns, two Colt guns, and two field guns. She will carry four torpedo tubes. The 13-inch guns have an arc of fire of 135 degrees on each side of the center line, and the 6-inch an arc of 90 degrees on the broadside, with the advantage of those on the upper deck of a direct fire ahead and astern. Any injury to or near either of these six-inch guns, will be confined to its own compartment, as a 1½-inch steel splinter bulkhead separates each of these guns from its neighbor. The armor belt, which extends from the stem to abaft the after turret, is to be 16½ inches thick at the top and 9½ inches thick at the bottom, except at the forward end, where it will be tapered to four inches at the stem. This belt armor will extend from four feet below the normal load line to three and one-half feet above it, and will maintain the full thickness amidships between the turrets, and for the distance occupied by the engines and boilers. Diagonal armor, 12 inches thick, connecting this belt armor and barbettes, and extending from the slopes of protective deck to top of the side belt on each side is worked to give protection from a raking fire. Abaft the after turret the protection will be completed by thickening the protective deck to 4 inches on the slopes, with 2½ inches on the flat. On the slopes of this deck forward it is 3 inches thick and 2½ inches on the flat. The armor on the 13-inch gun turrets will be 17 inches in front and 13 inches on the rear and sides; while on the barbettes for these turrets, which are circular in shape, will be 15 inches on the front and 10 inches on the rear and sides. The sides of the vessel above the belt armor in wake of the six-inch battery, and forming the casemate, will be armored with 5½ inches of steel, extending between the turrets, with diagonal armor of same thickness at the ends, connecting with the barbettes, and worked above the 12-inch diagonal armor below. She will be protected against the entrance of water, in case of injury to the side at the water line, by cofferdams extending for the length of the vessel on each side, and having a general width of three feet, with total capacity of about 12,500 cubic feet, for stowage of fireproofed corn-pith cellulose. Independent of the numerous small water-tight pockets or cells forming the entire scheme of cofferdams, the inner bottom and hold, the platforms, splinter and berth decks, are divided into between 300 and 300 water tight compartments, both for the accommodation of the motive power and storage of coal, provisions, ammunition and other stores; and also for the preservation of the ship in the event of rupture of the outer skin, or injury in battle.

The first keel plate of this vessel was laid February 10, 1897, not quite 20 months past, and the percentage of work completed to this date, based on the vessel fitted out and ready for sea, is now reported between 53 and 54 per cent. The contract price was \$2,595,000, and the date of completion is stated to be October 5, 1899.

Mad Dog Killed.

TOLEDO, O., Oct. 3.—There appears to be a plague of mad dogs in the vicinity of the State hospital, where Dr. Todd was fatally bitten by a rabid hound a month ago. It is supposed the dog that bit Dr. Todd turned himself loose in that locality and bit several canines. Two mad dogs were killed near there, making six in all since Dr. Todd was bitten. The residents are planning a wholesale slaughter of dogs, in order to rid the locality of the impending danger of hydrophobia.

THEY SEIZED THE TOWN.

Striking Miners From Pana, Ill., Take Possession of Washington, Ind.—They Drive Out the Negroes—One Shot.

WASHINGTON, Ind., Oct. 3.—This city was in a great state of excitement Sunday night. One hundred and fifty coal miners from Pana, Ill., came here Sunday afternoon and met with the home union miners and organized. At 10 o'clock Sunday night they got together and, masked, visited all the shacks where the colored coal miners lived. About fifty of the Negroes were corralled and at the points of revolvers were driven out of town.

One Negro refused to go and the miners fired on him. He has not been found and may be killed.

The police could do nothing. One brave policeman, Anderson Cannon, went up to the whole mob and demanded of them to disperse. They answered by leveling their pistols at him.

The masked miners took the town. Chief of Police Call turned in the fire alarm and called out the citizens to assist in keeping peace.

Several are deputized, and if there is a new outbreak of trouble much bloodshed is likely to result. At 1:30 a. m. the streets were covered with people. The masked men have hidden themselves, possibly to make an attack on other Negro shacks. There are possibly fifty Negroes who declare they will die before they leave town.

Everything was quiet within the city at 1:30 Monday morning. Small groups of strangers are seen in different parts of the town, and the police believe this means more trouble. The masked miners are believed to have gone to the mines two miles southeast of the city, where more of the Negroes are living, with the intention of driving them out. It is said they are bent on killing C. C. Rowland, the white boss. Shots have been heard in that direction for the last half hour, and there may be a battle. The Negroes are armed at the mines and are well protected. It is impossible at this hour to get any news directed from the mines.

FIVE MEN ASSASSINATED.

Four Men Killed and Another Mortally Wounded as a Result of a Feud in Tennessee.

MURFREESBORO, Tenn., Oct. 3.—An awful tragedy occurred in the north portion of Cannon county, about 30 miles east of this city, in which five men are reported to have been savagely assassinated. John Hollingsworth killed a man by the name of Higgins in that county something over a year ago. A suit was brought against Hollingsworth and a judgment taken against him by the members of Higgins family for \$5,000. Saturday there was to be an auction sale of his property to satisfy this judgment and Hollingsworth, it is stated, knowing that that was the day for the sale concealed himself and several of his friends in a large barn on the place where the sale was to be. When the party of men came to carry out the proceeding and had gathered in the barn, Hollingsworth and his friends fired into them with double-barrel shotguns, killing four men and wounding another so badly that he will hardly recover.

A telephone message has been received from Woodbury, Cannon county, stating that the Cannon county murderer and assassin, James Hollingsworth, has been shot and severely wounded. A crowd of 60 men have him located and expected to capture him Sunday night, together with his accomplices.

WELCOME SNOW AND RAIN.

The Forest Fires in Colorado Checked, and it is Thought Further Destruction of Timber is Prevented.

DENVER, Col., Oct. 3.—Snow and rain have checked the progress of the forest fires on the main range in Colorado, and it is now thought that further destruction of timber is prevented. At least all danger to the threatened towns is over. The temperature here has fallen perceptibly and dispatches from the mountain towns indicate a similar fortunate change. At present nothing like a correct estimate of the damage done can be given and it will be days before an accurate statement of the losses by the fires that have been raging for a week or more can be made.

Reckons on the United States and Japan's Support.

LONDON, Oct. 3.—The Standard says editorially Monday morning it is convinced that England could confidently reckon on the support of the United States and Japan in the execution of necessary measures in China.

Aguiñalito's Representatives at the White House.

WASHINGTON, Oct. 3.—Agonillo and Lopez, the representatives of Aguiñalito, the Philippine insurgent leader, called at the white house Saturday in company with Gen. Greene, and had a private conference with the president in the cabinet room.

Choked by Banana.

YOUNGSTOWN, O., Oct. 3.—Mrs. John Burkey, aged 60 years, wife of a well to do Berlin township farmer, choked to death on a banana.

A TIDAL STORM.

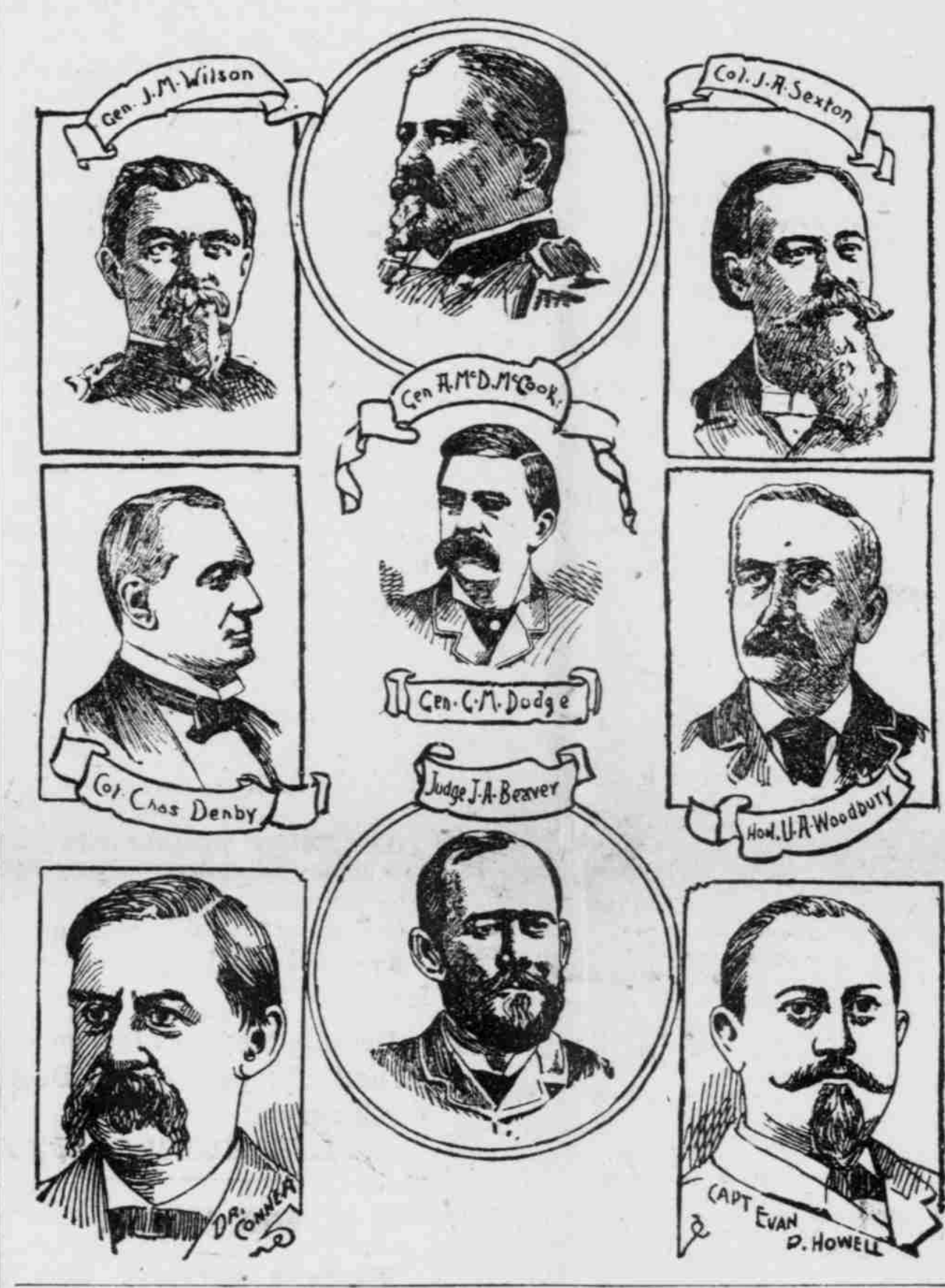
The Lowlands Surrounding Savannah Are Under Water for Miles.

About 15 Per Cent. of the Rice Crop is Lost—Much Damage to Shipping—It is Feared the Loss of Life Was Very Heavy.

SAVANNAH, Ga., Oct. 3.—For 18 hours, from 3 o'clock Sunday morning until 6 o'clock Sunday night, Savannah has been in the grasp of a West Indian cyclone. During that time the wind blew steadily from fifty to seventy miles an hour. While the city escaped with comparatively little damage, the loss of property among the sea islands of the Georgia and South Carolina coasts is believed to be heavy. For miles in every direction around Savannah the lowlands along the rivers are submerged.

Only one fatality has so far been reported—the drowning of a Negro while attempting to reach the mainland from a small island near Thunderbolt—but heavy loss of life is feared on the South Carolina sea islands, where such fearful loss of life occurred during the great tidal storm of 1893. The conditions now are similar to those during that storm. Owing to the submerged location of the islands no news can be had from them until the water subsides. For eight miles north of Savannah the entire country is a lake with only the ham-

COMMISSION THAT WILL PROBE THE CONDUCT OF THE WAR.



mocks visible. At noon the water was eight feet above the highest tide. Driven on shore by the northeast storm it filled up on the islands, swept over banks and dams, carrying away the remnant of the rice crop that was left by the August storm and had not been gathered and wiping out farm crops. The loss to rice growers alone will be from \$50,000 to \$75,000. Of the entire rice crop along the Savannah river, valued at \$250,000, all but 15 per cent was lost in this and the preceding storm. The damage to shipping is considerable. The schooner Governor Ames, which was on her way to sea with a cargo of 1,500,000 feet of lumber went adrift in the harbor but was secured safely. The wharves at the quarantine station at the entrance to the river here were partially carried away. The quarantine officer and his family and servants were rescued early in the day by a tug. Four vessels which were at anchor at the station were torn from the moorings and driven into the marshes. Three of these were the British schooners Syanaram, bound for St. Johns, N. B., the American schooner Millville, for Millville, N. J., the Fannie L. Child, for Boston, all lumber laden, and the Italian bark Franklin. How badly these vessels are damaged is unknown. No news has been received from Tybee since early in the morning and nothing is known of the damage there.

At Thunderbolt and Isle of Hope, suburbs of Savannah, all the boat houses on the banks and hundreds of small boats were carried away.

Transport Senator at Honolulu.

WASHINGTON, Oct. 3.—A dispatch to the war department announces that the transport Senator, long overdue at San Francisco from Manila, is undergoing repairs at Honolulu for damages which she suffered from a typhoon.

Dr. Nancy Guilford Arrested.

LONDON, Oct. 3.—Dr. Nancy Guilford, the midwife of Bridgeport, Ct., who is wanted by the American police on the charge of having been connected with the death of Emma Gill, has been arrested.

Lowest Bids for Building the Monitors.

WASHINGTON, Oct. 3.—The lowest bidders for building the four monitors were in the order named as follows: Nixon, of Elizabeth, N. J., \$835,000; Newport News, \$860,000; Bath Iron works, \$862,000, and Union Iron works, San Francisco, \$875,000.

First Snowstorm of the Season.

SALT LAKE, Utah, Oct. 3.—The first snowstorm of the season began Saturday morning. Several inches have fallen, and the storm continued Sunday.

THE EVACUATION OF CUBA.

It is Thought That it Will Have Been Accomplished by the Beginning of the New Year, if Not Sooner.

NEW YORK, Oct. 3.—A special to the Herald from Washington says: If the present plans are carried out it is expected that the evacuation of Cuba will have been completed by December 31 and the new year will see the American colors raised all over the island.

It is now believed the plans will be carried out, because advices from the military commission in Havana indicate that Spain will no longer contend for delay. It is said that the transports which took the prisoners from Santiago will promptly return to Cuba to facilitate a speedy evacuation. These transports have a capacity of 25,000. I am further informed that it is not likely that more than 60,000 or 75,000 soldiers will return to Spain.

The other 50,000 or 60,000 will remain, lay down their arms and become citizens of the island. This, it is considered, will be in no wise objectionable to this government. Secretary Alger has said that 50,000 or 60,000 United States troops will be stationed in Cuba, at points which will probably be decided upon within the next few days. It is the plan of the administration not to concentrate any great number of troops in any one place. The army of occupation will probably consist of four infantry divisions and one cavalry division. The plan of keeping the 7th

BODY EMBALMED

Bayard's Remains Taken to Boston, Thence to Wilmington, Del.

Among the Pallbearers Will Be Ex-President Cleveland, George L. Rivers, Thomas J. Craven, Jas. Williams and E. W. Tunnell.

DEDHAM, Mass., Sept. 30.—The remains of the late Thomas F. Bayard will be taken to Boston and thence to Wilmington, Del.

The family has sent out a large number of telegrams, including one to former President Cleveland, requesting him to act as one of the pallbearers.

Since the death of the former ambassador Wednesday, hundreds of messages have been received offering condolence to the widow and other relatives. Among the senders are Queen Victoria, Henry Irving, Lady Churchill, President McKinley, Chief Justice Fuller, former Secretary of War Lamont, Senators Faulkner and Hoar, Perry Belmont, former Minister Phelps, Lords White, Carter and Cassell, the mayors of Burnley and Lambeth, England, and the president and members of the Literary and Dramatic club of Birmingham, England.

Ex-President Cleveland has telegraphed from his Buzzard Bay home that he will act as one of the honorary pallbearers at the funeral. Others who have accepted are: George L. Rivers, of New York City; Thomas J. Craven, of Salem, N. J.; James Williams, of Smyrna, Del.; E. W. Tunnell, of Lewes, Del.; John Craven, of Salem, N. J.; John R. Nicholson, of Dover, Del.; Dr. J. A. Draper, I. C. Grubb and Henry G. Banning, all of Wilmington.

WASHINGTON, Sept. 29.—President McKinley Thursday sent the following telegram of condolence to the widow of ex-Secretary of State Bayard:

EXECUTIVE MANSION, WASHINGTON, Sept. 29, 1898. To Mrs. Thomas F. Bayard, Wilmington, Del.: With sincere sorrow I learn of the death of your husband, and beg to express to you my heartfelt sympathy. Mr. Bayard's high attainments and sterling qualities endeared him to all who knew him, while his distinguished services to his country add his name to the roll of illustrious Americans. (Signed) "WILLIAM MCKINLEY."

FIGHTING FOREST FIRES.

Five Children Reported Burned to Death at Cumberland, Wis.—Property Loss is About \$225,000.

MILWAUKEE, Wis., Sept. 30.—A special to the Sentinel from Cumberland, Wis., says:

Fire, supposed to have originated from forest fires burned half of this city Thursday, causing a property loss estimated at \$225,000. About 25 families are homeless.

Five children were reported burned to death. A large sawmill is among the buildings burned, throwing many out of employment. Rain saved the entire city from being burned. Wires are down and details are hard to get.

Mrs. Jacob Correson was burned to death while fighting forest fires Thursday. Her two children, while attempting to save her, were badly burned about the face and head.

Passengers on Wisconsin Central train from the north Thursday night say the train passed through an almost continuous sea of fire.

FATAL RAILWAY COLLISION.

Two Freight Cars Come Together Near Dillsboro—Three Men Killed—Two Were Injured—Disobedience of Orders.

LAWRENCEBURG, Ind., Sept. 30.—A bad wreck occurred on the B. & O. Southwestern near Dillsboro Thursday evening. Two freight trains collided because Engineer Righthouse disobeyed orders in not sidetracking at Dillsboro and insisted in pushing ahead to another siding at Cochran. Righthouse jumped and was badly injured. He admits it was all his fault. Two brothers named Daniels were killed and also John Lee, a brakeman, was killed. Brakeman Harvey Bryan and an unknown colored tramp were injured.

An Exciting Fire.

CHICAGO, Sept. 30.—A clothes line attached to a window saved the lives of a number of people in a four-story apartment building at 901 West Erie street, fire having cut off other means of egress. A dozen persons, including a number of women and children, slid down the line and escaped. Seventeen other people were rescued by firemen with ladders. Five persons were injured by the flames or by jumping from windows.

Remains of Fanny Davenport Buried.

BOSTON, Sept. 30.—The funeral services of Fanny Davenport were held at Trinity church here Thursday. Interment was at Forest Hill cemetery. Joseph Jefferson was one of the honorary pallbearers.

Declines the Nomination.

BOSTON, Sept. 30.—Samuel Roads, jr., of Marblehead, has finally decided not to accept the nomination of the democratic party for the governorship, giving family and personal reasons for his refusal.

The Best War News.

The Louisville Courier-Journal is now publishing the fullest, most accurate and most reliable war news of any paper in the South or West. It is devoting all its energies to making a reputation for its war reports, and is certainly succeeding admirably. The Courier-Journal has subordinated all other issues to that of the war. Politics, money, civil service, the tariff—all are out of it now. The war is the one topic discussed by the people, and they want the news of it fresh and accurate. The Courier-Journal realizes this, and it is supplying the demand as no other paper can do.

The Twice-a-Week Courier-Journal prints the cream of the daily news. It is issued Wednesday and Saturday. The price has recently been cut from \$1 to 50 cents a year, making unquestionably the cheapest, as well as the best, paper published anywhere. You get 104 six or eight-page papers for 50 cents. By a special arrangement, the Twice-a-Week Courier-Journal and THE BOURBON NEWS will be sent one year for only \$2.15, a slight advance over the price of this paper alone. Subscriptions under this offer must be cash, and must invariably be sent direct to THE BOURBON NEWS OFFICE, PARIS, KY. (15)

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O. W. MILLER, Agent, Paris, Ky.